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CENTRAL INTELLIGENCE AGENCY REPORT
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SUPPLEMENT TO REPORT

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1. Location:

See sketch 1. Figures and letters in brackets refer to sketch 1.

2. Plant Tsagi:

- a. Name given by Soviets.
- b. Building (3) was a conspicuous structure; it had a towerlike superstructure into which bent tubes, over one meter in diameter, were led from the lower part of the building. Loud humming was continually heard coming from the inside of the building.
- c. Labor:
Number of workmen unknown, most of them arrived by truck and bus. Work time from 8 a.m. to 5 p.m.
- d. Production:
It was reported that jet-propelled aircraft and four-engine planes were handled in the plant, were tested there, and underwent their flying tests at the factory field (A).
- e. Camouflage:

In contrast with the hangars in the airfield, which were camouflage-painted, the buildings of the plant proper were not camouflaged. A thick woods of high trees, however, was an excellent camouflage against airmen's observations.

3. Air Force Experimental Station:

- a. Name: ~~CONFIDENTIAL~~

The name Tsagi was not used for these buildings. 50X1-HUM

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CENTRAL INTELLIGENCE AGENCY

50X1

-2-

b. Layout:

The experimental station consisted of an old building (14) and a new one (13).

The old building, 15 meters long, 10 meters wide, was a two-story building of artificial refractory material. The Soviet term was "Netermit". The material looked like "Heraklite" slabs with an asbestos layer on the inner side.

The new building was made of the same material; dimensions: 30 x 20 meters.

c. Observations at the old building:

During the period of his employment, from 15 October 1948 to February 1949, heavy detonations were heard in the building on several days; they followed at intervals of 20 to 30 minutes. At each explosion a jet of fire, about 1 meter long, with a yellowish-red flame was seen on the eastern wall of the building. Development of smoke or vapor not observed.

d. It was a most striking fact that no transport traffic to the experimental station was observed, and that the two buildings were guarded by 20 soldiers wearing broad shoulder straps.

4. Airfield of the plant: (1)

a. The size of the airfield could not be determined. There was a runway which, however, could only partially be seen so no details are available. The road leading through the airfield was remarkable inasmuch as it continued some km beyond the airfield.

b. Transmitting and navigational devices:

A meteorological station (B) was seen. In August/September 1949, the construction of an antenna system at (B3) was started. A number of steel masts, 8 to 10 meters high, spaced 5 meters apart were erected. The definite shape could not be made out.

c. Air-raid protection measures:

All the buildings on the airfield were camouflaged by an olive-green painting of the roofs and dazle paint on the sides of the walls. No other observations.

5. Observed aircraft:

a. Helicopters:

In the fall of 1947, a helicopter stood between the hangars (A1) and (A2); it had a horizontal propeller with 3 or 4 blades. As the helicopter was also fitted with a normal propeller, expert camp mates called it an "Auxiliary helicopter". Flights were observed only occasionally and the flying altitudes were only 5 to 10 meters.

b. Jet fighters:

After the spring of 1948 a jet fighter was seen off and on over the airfield and when taking off or landing. Approximate data on its shape:

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CENTRAL INTELLIGENCE AGENCY

- 3 -

50X1

see Annex 2, sketch 1. No other details were observed.

c. Four-engine bombardment plane:

In the summer of 1949, 10 to 15 bombardment planes (four-engine) were stationed on the airfield. As to approximate details see sketch 2 in Annex 2.

The most characteristic distinguishing features, as compared with the commercial plane shown in sketch 3, Annex 2, which had been observed in the airfield of Bykovo, were: No windows, all-round glazed cockpit, elevator and rudder units larger than on a commercial plane.

The end of the engine casing projected far beyond the trailing edge of the wings.

Flying activity was rather frequently observed, even in heavy snow fall.

d. Four-engine bombardment plane with attached jet plane:
(Annex 2, sketch 4)

After the spring of 1949 flights of the bombardment plane described under c were observed from time to time with the jet plane (see 5 b.) suspended under the hull. The flying speed of this team was extremely low. It was never observed that the turbo-jet plane was released.

6. Airfield of Bykovo (D) (Annex 1):

On occasional truck rides, [] two-engine and four-engine commercial planes landed on the Bykovo airfield. Soviets called this airfield "Diplomats Airfield". Observations regarding hangars, accommodation building etc. could not be made. 50X1-HUM

[] Comment:

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This report confirms and supplements the previous statements on the experimental station of Zhukovski with the so-called Tsagi plant.*

In this report the building with the tower-like superstructure is again mentioned; it seems to be a wind canal. In comparing this report with previous statements made by returnees from the same camps and work place commitments, [] 50X1-HUM

[] The statements of the PW confirm certain statements in another report,* and he makes statements on the most striking types, especially the four-engine ones.

A valuable contribution is his information on a jet fighter carried by a Tupolev B-29. A comparison of the description given in this report with the same observations made in Moscow-Khiaki leads to the conclusion that, in the case of the parasite fighters suspended under four-engine bombardment planes observed in Khiaki, it was a different kind of experiment, as in Khiaki the parasite planes were presumably fitted with rocket power units.

- 2 Annexes: 1 - Air Force Experimental Station in Stakhanovo
2 - Four sketches on aircraft observed.

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1/Annex

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- (1) Administration building of the Tsagi aircraft plant.
- (2) Rough sketch of the premises of the Tsagi Plant.
- (3) So-called "laboratory" of the Tsagi Plant
- (4) Clubhouse of Tsagi Plant
- (5) PX for the aircraft plant personnel
- (6) Store for the other population of Stakhanovo
- (7) "Afto-KEM" truck garage and repairshop of Tsagi Plant
- (8) Heating plant with two boiler houses (E a and b) of Tsagi
- (9) "K.R.P.-Slag" slagstone factory
- (10) Plant for crane and bridge building, so-called "Factory II"
- (11) Factory for ferro-concrete castings
- (12) Sawmill
- (13) New building of a second Air Force experimental station
- (14) First Air Force experimental station (in operation)
- (A) Airfield, called factory airfield of Tsagi
 - (A 1) 1 repair hangar, called workshop
 - (A 2) 1 repair hangar, called workshop
 - (A 3) Airfield administration building, so-called "Kommandatura"
 - (A 4) Temporary PW camp
 - (A 5) Parking sites for aircraft
- (B) Meteorological station, with new radio station under construction (?)
 - (B 1) Building with meteorological station
 - (B 2) So-called "Windmill motor" (erected on a steel structure).
 - (B 3) New construction of 6 steel antenna masts
- (C) New construction of railroad line from Stakhanovo station to new site, Moskva River harbor.
 - (C 1) Point up to which the new track was laid by 14 October 1949.
 - (C 2) Concreting preparations for railroad viaduct
 - (C 3) End of earth embankment and foundation
 - (D) So-called "Diplomats Airfield" in Bykovo

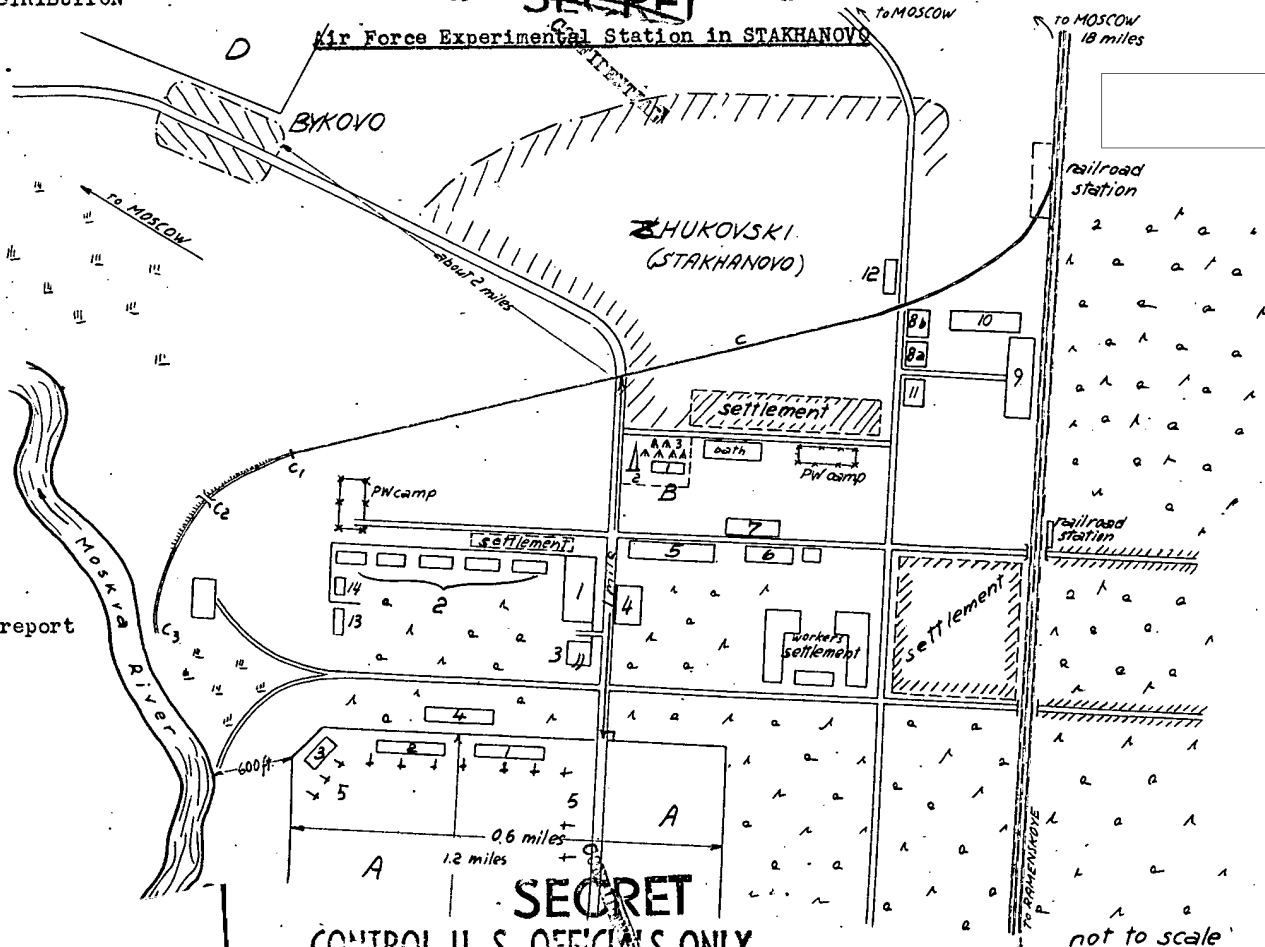
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Annex 1

Legend: See report



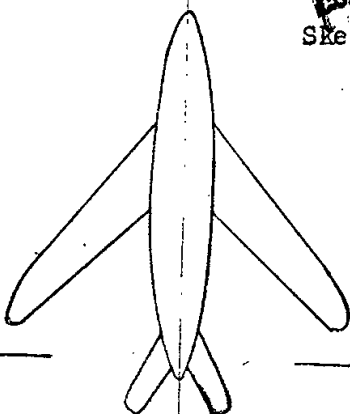
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Annex 2

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Sketch 1

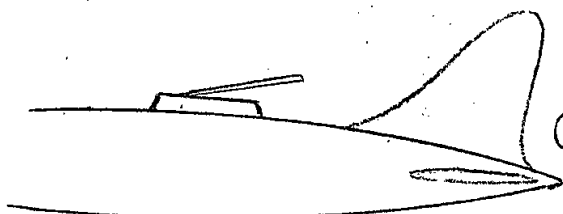
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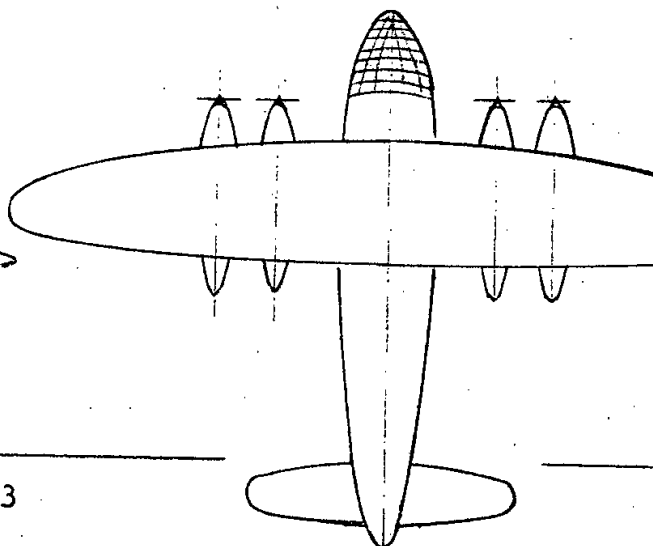
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jet aircraft

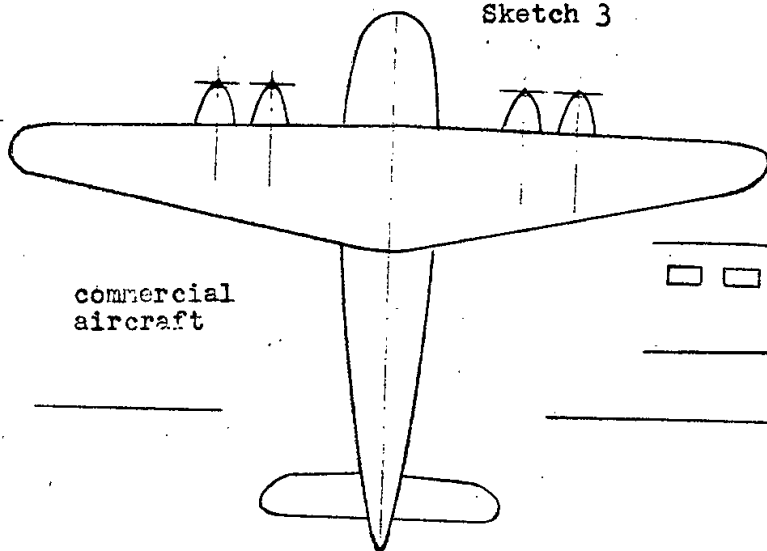
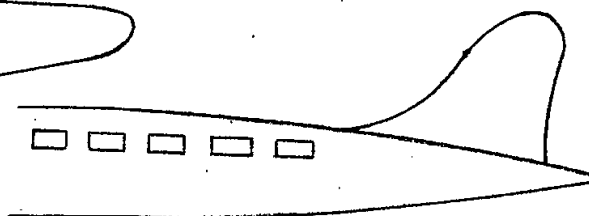
Sketch 2



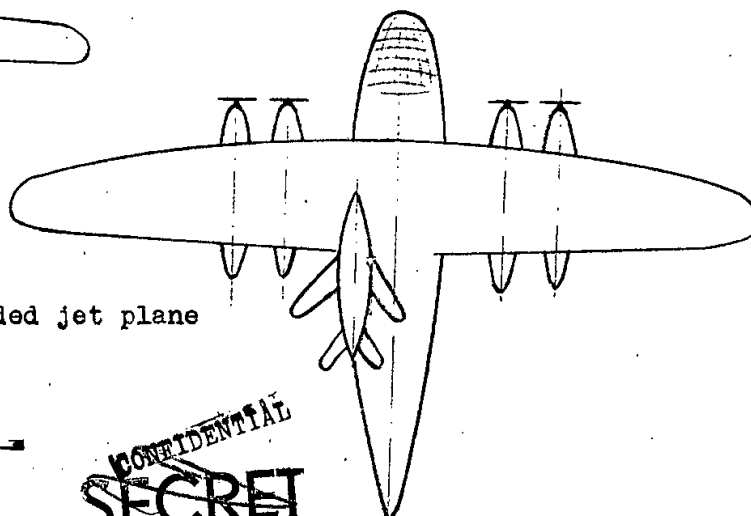
bomber



Sketch 3

commercial
aircraft

Sketch 4



bomber with suspended jet plane

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